

OUR LONDON LETTER.

The Burning of Paris—Forced Labor at the Pumps—The Return of the British Commissioners—Baron Rothschild's Triumphs—The Coming Race—Special Correspondents—Women's Rights, Etc. Etc.

From Our Own Correspondent. LONDON, May 30. Full of all other topics, foreign and domestic, pale to-day before the fierce, lurid glow in which the brief sun of the Commune has gone surely down. That evening when the papers came out with tidings that the Tuileries were in flames, a general moan of astonished consternation burst from the whole heart of England. No doubt the fact of our local nearness does far more than the telegraph to bring home to every one of us in terrible vividness the most irreparable calamity of modern history; but I think we feel the loss more genuinely than other European nations who border as closely on the scene. Germany can hardly be expected yet to feel unaffected pity for French sufferings; Belgium is too anxiously scrutinizing the bearing which all these melo-dramatic events may have upon her own destinies to do much more than record their progress. Spain is not in the habit of showing national sympathy, and may be granted to be well occupied enough if she is, however silently, learning the lesson of her neighbor's latest revolution. But Britain, selfish, phlegmatic Britain, is grieving with the grief of a near and dear friend over the smoking ashes and corpse-littered streets of Paris. We all thought that the world had heard the last of reigns of terror there, and even now we can scarcely believe that this horror is a reality, and that we are again face to face with the scenes of '92. The Archbishop of Paris shot, the women of Paris in the forefront of every deadly design, the constant tramp of the condemned of both sexes to the human shambles—every incident is a ghastly repetition of the Red days of eighty years ago. The public feeling was well shown by the prompt, spontaneous despatch of Captain Shaw, with all the Metropolitan Fire Brigade that could be spared, to help in extinguishing the flames. The moment the idea was struck out it was vigorously acted on; the Board of Works voted money, the Government supplied a ship; and though, when the men were actually en route, a polite despatch from M. Favre announced that the fires had been so far gone under that he need not trouble them to come, the spirit which prompted the action will not lightly be forgotten by the Parisians when they have time for sober thoughts again.

I have just met at my club one of Lord Minto's sons, who has managed to escape safe and sound from Paris. He and two brothers worked heaven and earth to get into the city last week with the Versailles army, little thinking what was to come, and, once there, they would have given anything to get out again at once. The very evening of their arrival, strolling out from their hotel, they were impressed in the Rue de Rivoli, and forced to work at the pumps from seven o'clock till three A. M. Shells were falling day and night in all parts of the city, and in the general confusion there was every moment serious risk of being shot, or bayoneted by some irritable Versailles private. A young English officer of engineers, whom I remember at Eton, was arrested as a Communist, and only saved from summary execution on the Place de la Concorde by the appearance on the scene of a friendly French official at the critical moment. My friend saw one of the Times' special correspondents come in with the holes of a rifle-bullet clearly cut through his clothes without wounding him, a good instance of the risks that "special" have to run.

The Senate has ratified the treaty, and our commissioners are already upon the Atlantic again, with pleasant memories, no doubt, of the festivities which have relieved their working hours at Washington. I hear that Lord Grey is to be made a Marquis, in recognition of the sterling value of the results achieved. The members of the Anglo-American Association naturally feel a special satisfaction in the near prospect of the realization of one of the foremost items in their programme, and purpose to celebrate the occasion in true British fashion by inviting the commissioners to dinner and speeches as soon as they reach home. Earl Russell consented to postpone his hostile motion on the treaty till all the papers on the subject should be formally before Parliament, and as the houses have now adjourned for the Whitnuntide holidays, his field-day is for the time being postponed. The general feeling seems to be that, considering the hand he had in the unlucky business at first, he can hardly be expected to see himself written down wrong without some sort of a protest, and the sooner he discharges himself of it, the better for the political atmosphere. The final attitude to be assumed by the Canadian Parliament is a more serious matter, and the cable accounts of the very diverse sentiments expressed in various parts of the Dominion are causing a good deal of uneasiness among us.

Everybody is pleased by Baron Meyer de Rothschild's double success at Epsom. He has fought his way gallantly into Parliament, one of the first living examples of the wisdom which removed the political disabilities of his nation; he has won the Derby and the Oaks in one and the same week; and he has been caricatured by Pellegrini in Family Fair. What more can ambition wish for? Years hence, doubtless, when Mr. Hughes has got the House to agree with him as to the immorality of adjourning over the Derby Day, the Baron will sit placidly in his place on the Liberal benches while the race is being run upon the Downs, comfortably conscious that he at least has no more worlds to conquer there.

Mr. Smalley, the London editor of the New York Tribune, has gone across the water for a couple of months. No doubt many of your readers will not fail to ascribe to their proper author the London letters which will be contributed to that paper during his absence under the modest signature "H."

science) to dissect their discoverer on his first arrival. Seven hundred thousand members of trades-unions having agreed to settle all disputes, for the future, by arbitration, looks as if the great problem of harmonizing labor and capital were tending towards solution.

A telegram from Cambridge this morning announces that the first prize for English declamation, a handsome silver cup, engraved with the college arms, has been awarded at Trinity to George Lockhart Rivers, of New York, scholar of the college, who was last week rowing in the head boat on the Cam. Everybody knows how often the London Daily News outstripped all its British competitors in the earliness and accuracy of its accounts of the great events of the late Franco-Prussian war. A few nights ago I had the good fortune to be taken behind the scenes and shown some specimens of the efforts by which these results were achieved, the showman being Mr. Skinner, the Daily News correspondent with the Crown Prince's army at Versailles. From behind a small table cunningly placed in a corner of his double drawing-room, that the greatest possible number of his assembled friends might have him in view, he told most graphically how the news of Sedan was carried to the London public. Straight from the battle, which they had been admirably placed for seeing, he and the world-famous Dr. Russell, of the Times, spurred off to a railway station they knew of many miles away in neutral Belgium. No less than six times were they stopped and interrogated on the frontier, till they found themselves still seven miles from the only available train, with something under half an hour to do the distance in. Whip and spur one may imagine; they have three miles yet to go, and from a hill-top, actually in sight, the thin smoke flew of their locomotive hurrying across the country, when down come one hero and rider a regular post upon the slope. To the honor of journalism it be recorded, the rival writer waits till his fallen friend is in the saddle again, and racing against time, both just catch their train. Brussels is reached the same evening, they sit up all night to write, start at 11 1/2 A. M. for Ostend, cross to Dover, hurry to London, and in the next morning's Times and Daily News the two versions of Sedan come out side by side. We "who sit home at ease" in war-time scarcely appreciate, I expect, the indomitable energy which goes to furnishing those vivid pictures of events which are served up to us from day to day with our breakfast tea and toast.

Our university local examinations for women are clearly meeting a want. Last year the number who presented themselves before Cambridge examiners was 80; this year it is 137. This right to higher education is one of woman's rights which nobody will grudge them.

SPECIAL NOTICES.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT. PHILADELPHIA, May 2, 1871. The Board of Directors for this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock of the Company, clear of National and State taxes, payable in cash, on and after May 20, 1871.

J. & L. L. BARRICK'S LEGITIMATE Tailoring Establishment, No. 41 S. TENTH Street, where you can get the best suit for the least money. Where, furnishing your own material you can have it made and trimmed exactly right. Fit and workmanship guaranteed. A good stock always on hand, to show which is no trouble, and to sell the same at rates not to be excelled in our highest ambition.

HARPER'S LIQUID HAIR DYE Never Fades or Washes Out, will change gray, red, or frosted hair, whiskers, or moustache to a beautiful black or brown as soon as applied. Warranted, or money returned. Only 50 cents a box. Sold by all Druggists. 5 1/2 ounces.

DR. F. R. THOMAS, No. 214 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 4 1/2 times.

DR. THOMAS'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 1/2 ounces.

DISPENSARY FOR SKIN DISEASES, No. 216 S. ELEVENTH STREET. Patents treated gratuitously at this institution daily at 11 o'clock.

MILLINERY. MRS. R. DILLOW, Nos. 222 and 221 SOUTH STREET, FANCY AND MOURNING MILLINERY, CRAPS VEILS.

LOOKING GLASSES, ETC. NEW ROGERS GROUP, "RIP VAN WINKLE" NEW CHROMOS.

Looking-Glasses, ALL NEW STYLES, At the lowest prices. All of our own manufacture. JAMES S. EARLE & SONS, No. 216 CHESTNUT STREET.

WATCHES, JEWELRY, ETC. GOLD MEDAL REGULATORS. G. W. RUSSELL, No. 22 NORTH SIXTH STREET.

WILSON'S CARPET CLEANING ESTABLISHMENT, 41 1/2 No. 611 South SEVENTEENTH Street.

INSURANCE. Fire, Inland, and Marine Insurance. NORTH AMERICA, Incorporated 1794.

CAPITAL \$500,000 ASSETS January 1 1871 \$3,050,536

STATEMENT OF THE ASSETS. First Mortgages on Philadelphia City Property \$324,900

CERTIFICATES OF INSURANCE ISSUED, payable in LONDON at the Consisting House of Messrs. BRIDGEMAN, SHIPLEY & CO.

ARTHUR G. COFFIN, PRESIDENT. CHARLES PLATT, VICE-PRESIDENT.

1829. CHARTER PERPETUAL, 1871 Franklin Fire Insurance Company OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESTNUT ST. Assets Jan. 1, '71, \$3,087,452 3/5

CAPITAL \$500,000-00 ACCUMULATED SURPLUS AND PREMIUMS \$2,587,452 3/5

THE ASSETS OF THE "FRANKLIN" are all invested in solid securities (over \$1,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying.

INCORPORATED MARCH 27, 1850. FIRE ASSOCIATION, No. 34 NORTH FIFTH STREET, PHILADELPHIA.

ASSETS, JANUARY 1, 1871, \$1,705,319-07

THE PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1829. Charter Perpetual.

THIS COMPANY, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time.

THE ENTERPRISE INSURANCE COMPANY OFFICE S. W. CORNER FOURTH AND WALNUT STREETS.

PERPETUAL AND TRIP POLICIES ISSUED. CASH CAPITAL (paid up in full) \$300,000-00

FAME INSURANCE COMPANY, No. 209 CHESTNUT STREET. INCORPORATED 1856. CHARTER PERPETUAL.

IMPERIAL FIRE INSURANCE CO., LONDON. ESTABLISHED 1808. Paid-up Capital and Accumulated Funds \$3,000,000 IN GOLD.

PREVOST & HERRING, Agents, No. 107 S. THIRD ST. PHILADELPHIA.

INSURANCE. DELAWARE MUTUAL SAFETY INSURANCE COMPANY.

Office S. E. corner of THIRD and WALNUT Streets, Philadelphia, Pa.

ASSETS OF THE COMPANY, November 1, 1870 \$333,376 00

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to Liverpool, London and West India connection with South Carolina Railroad Company.

WEEKLY LINE TO SAVANNAH, GA. THE TONAWANDA will sail for Savannah on Saturday, June 17, at 8 A. M.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. THE WYOMING will sail for Wilmington, N. C., on Thursday, June 15, at 8 A. M.

ASBURY LIFE INSURANCE CO. NEW YORK.

C. C. NORTH, President. A. V. STOUT, Vice-President. EMORY MCCLINTOCK, Actuary.

JAMES M. LONGACRE, MANAGER FOR PENNSYLVANIA AND DELAWARE. Office, 302 WALNUT ST., Philadelphia.

Union Mutual Insurance Company OF PHILADELPHIA.

Office, N. E. Cor. THIRD and WALNUT STS. LOSSES PAID SINCE FORMATION, \$7,000,000.

People's Fire Insurance Company, No. 514 WALNUT STREET.

INCORPORATED 1859. Fire Insurance at LOWEST RATES consistent with security. Losses promptly adjusted and paid.

ANTHRACITE INSURANCE COMPANY. INCORPORATED 1854. CHARTER PERPETUAL.

Office, No. 211 WALNUT STREET, between Third and Fourth Streets, Philadelphia.

ZELL'S NEW DESCRIPTIVE HAND Atlas of the World.

T. ELLWOOD ZELL, Publisher, No. 17 S. 10th Street, PHILADELPHIA.

TO FAMILIES RESIDING IN THE RURAL DISTRICTS. We are prepared, as heretofore, to supply families at their country residences with EVERY DESCRIPTION OF FINE GROCERIES, TRAS, ETC.

ALBERT C. ROBERTS, Corner ELEVENTH and VINE STS. COAL. R. F. OWEN & CO. COAL DEALERS.

CROWDIN & RAU'S COAL DEPOT, CORNER S. BILLYW and WILLOW STREETS. LEHIGH and SCHUYLKILL COALS prepared expressly for family use at the lowest cash prices.

SHIPPING. FOR LIVERPOOL AND QUEENSTOWN.

FOR LIVERPOOL AND QUEENSTOWN. The Inman Line of Royal Mail Steamers are appointed to sail as follows: Nemesis, Thursday, June 1, at 8 P. M.

NATIONAL STEAMSHIP COMPANY. STEAM DIRECT TO AND FROM NEW YORK.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to Liverpool, London and West India connection with South Carolina Railroad Company.

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CLYDE'S STEAM LINES. PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. The first-class Steamship for CHARLESTON, S. C., will sail on Thursday, June 15, at 8 P. M.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C.

DELAWARE AND CHESAPEAKE TOW-BOAT COMPANY. Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and Intermediate Ports.

FOR NEW YORK. SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON.

INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL.

THE GREAT EAST AND WEST RAILROAD COMMUNICATION between Philadelphia and New York. Steamers leave DAILY from first wharf below MARKET STREET, Philadelphia, and foot of WALL STREET, New York.

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FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL. THE GREAT EAST AND WEST RAILROAD COMMUNICATION between Philadelphia and New York.

SHIPPING. FOR SAVANNAH, GEORGIA AND THE FLORIDA PORTS.

GREAT SOUTHERN FRIGHT AND PASSENGER LINE. CENTRAL RAILROAD OF GEORGIA AND ATLANTIC OCEANIC STEAMSHIP CO. FOUR STEAMERS A WEEK.

THE ANCHOR LINE STEAMERS. SAIL EVERY SATURDAY AND ALTERNATE WEDNESDAY TO AND FROM SAVANNAH AND GEORGIA.

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT COBE, BRISTOL, AND LONDON.

REGULAR MAIL STEAMERS sailing on the 22d of every month. MERRIMACK, Captain Wier.

REGULAR MAIL STEAMERS sailing on the 22d of every month. SOUTH AMERICA, Captain E. L. Tinkling.

REGULAR MAIL STEAMERS sailing on the 22d of every month. EAST INDIA, Captain E. L. Tinkling.

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